REAR-END COLLISIONS

No Excuse for Them if the Stand ard Rules Are Followed.

Vice President Oscar Murray, of the Big Four, Says He Has No Intention of Resigning.

Said F. G. Darlington, superintendent of the Indianapolis division of the Pennsylvania lines: "There are now too many rear-end collisions, a class of accidents for which there is no excuse. For two years some of the ablest talent among the railroad men of the country were engaged in preparing a code of rules which should be the standard of all roads, and after a careful examination of this code fully twothirds of the roads adopted them, and if trains are run as this code provides a rearend collision would be almost an impossibility." He was sorry to say that a number of roads in the State had not yet adopted the standard rules. Quite recently he was obliged to call the attention of the superintendent of a road of whose track the Pennsylvania Company uses a portion, to the carelessness of its train employes in protecting their trains at night, as but a night or two before a Pennsylvania train came near running into the rear of the company's train on the track over which the Pennsylvania trains run. Inquiry developed the fact that the road did not use the standard rules in movement of trains. Horace Wilson, when living and superintenuent of the Indiana, Bloomington & Western, discharged two of what he considered his best train crews for being in fault for a rear-end collision, he taking the position during his ratiroad experience that there was no excuse for an accident of this character. Under the standard code of rules not only is the rear end of a train protected with proper signals, but the brakeman or trainman who goes back to flag a following train is provided with signals in the way of lanterns, torpedoes and other appliances, which, if used properly, could but be heeded by those in charge of a following train. That some legislation is needed to force railroad companies to utilize all plans for the better protection of trains, which the standard rules prescribe, is very apparent.

The brotherhoods of railroad men of the State of Pennsylvania have succeeded in organizing what they call the State Branch of Steam Railroad Men's Union, its object being to influence legislation in favor of railway employes. There are seven important railroad men's fraternities represented. Benjamin E. Chapin, of Newark, N. J., is supreme president of the national organization, as the movement is taking a national character. President Chapin addressed the men in Harrisburg. on Sunday and, in the course of his remarks, said the talk of the great consolidation scheme of all the brotherhoods was silly and without the slightest foundation in fact. He said no strike was contemplated in the movement, but that it really had for its purpose the doing away with strikes. He declared the object of the union to be the securing of legislation favorable to railroad employes by supporting candidates for Congress and the Legis-lature favorable to their interests; to take an active part in politics irrespective of party lines. He said that the union comprises national and State boards, which send out circulars to congressional and legislative candidates requesting written answers as to their attitude on questions relating to railway employes. No verbal promises are taken. Candidates must sign or refuse to sign, and these answers are then communicated to the various subordinate lodges. The national board recommends the election or rejection of certain candidates. A blue book, he says, is placed in the hands of every railroad man, containing a record of all members of the Legislature on railway legislation. The tenor of the remarks of Supreme President Chapin makes it evident that the Debs-Howard federation of the railway brotherhoods is not popular in Pennsylvania. The blue book to which he alludes was first used in Indiana, but the acts passed by the last Legislature of this State show that it had little terror for the lawmakers.

The Blue Book to Be Used in Pennsylvania.

Mr. Marray's Intentions, Oscar Murray, vice president, in charge of the freight-traffic department of the Big Four lines, arrived in the city last evening from the Northwest, and will this morning. in company with Assistant General Freight Agent Ford Woods, go over the Peoria & Eastern to Peoria, thence to St. Louis. Mr. Murray stated that he was much encouraged as regards the outlook for business. Shippers were asking for ears, and he thought that in a few days the Big Four would be handling from 4,500 to 5,000 loaded cars a day, which was very good average work for the Big Four lines.

When asked if there was any truth in the reports to the effect that he had resigned or was about to resign to take service with another system of roads, he answored: "There is not the least ground for such a report. I have not resigned, noither have I any intention of resigning." As there is a large number of shippers who feel that Mr. Murray is a very able freight official and has done much to bring about more prompt movements of freights and in adjusting rates, they will be gratified to read this statement.

Mr. Murray will to-day issue a circular transferring Assistant General Freight Agent Homer Frost from Anderson, Ind., to Louisville, and Assistant General Freight Agent Buchanan from Cincinnati to Anderson, abolishing the position of assistant general freight agent at Cincinnati. General Freight Agent White will look after the businessin that territory.

Freight Eates Disturbed. Through freight rates from Eastern seaboard points to points west of Chicago are in a very precarious condition. They are being cut in several directions. No sooner did the Soo line restore grain and flour rates eastbound than it began cutting commodity rates westbound. All merchandise sent over that route is now being carried at least 5 cents per one hundred pounds below tariff rates. The cut rates are not being made openly, but the competitors of that line say that they have ample proof to support their assertions as to the action of the

South of Chicago, too, rates are greatly demoralized. The old trouble over rates and divisions on the "Three I's" beit line threatens to break out again with renewed fury. It is charged that there is not a car-

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No remedy acts so directly on the liver, nothing so speedily cures Sick Headache, Sour Stomach and Bilousness as

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load of freight of any kind going on that road now that is not out from \$3 to \$8 per car. Of course, these cuts on both sides of Chicago are preventing the Chicago roads from getting their share of through business. Freight is too scarce now to let any escape that can be got hold of, and the Chicago roads propose to make a fuss and see if they cannot get their share of all that is

The Atchison Reduces Rates. The Atchison road has met the recent cut rates put in force by the Southern Pacific. and the fare from California to the Missouri river is now \$36.75 single, and \$65 for the round trip. General Passenger Agent Goodman, of the Southern Pacific, has issued a circular informing all lines that the Southern Pacific will honor no tickets over its line reading to or from San Diego or National City. This is declining to handle any business destined for the Southern California railway, which is a part of the Atchison system. The Southern California has also issued a circular declaring that it will accept no business reading over any portion of the Southern Pacific, and destined for either San Diego or National City. The Southern Pacific circular becomes operative at once, and that of the Southern California after the 20th inst.

World's Fair Business Booming. For the past twenty-four hours the Pennsylvania road landed 5,229 passengers in Chicago. Of this number, 2,676 arrived by regular trains from Pittsburg and the East, 520 by regular trains from Indianapolis, Louisville and the South, 473 by regular trains from Dayton, Cincinnati and the South, 620 by coach excursions from Pittsburg. 940 by coach excursions from Washington and Baltimore.

All the lowa roads had to run their trains in two, three and tour sections, to-day, to accommodate the crowds coming to participate in Iowa week at the world's fair. A very large number joined them from the neighboring States, so that most of the roads had difficulty in keeping the tracks clear for passenger trains running over them.

Dispatchers in Convention. The Order of Railway Train Dispatchers sholding its first annual convention in Chicago. It claims to have secured six hundred members since its organization, in Memphis, Tenn,, last November. Forty roads were represented at yesterday's meeting. The convention proposes to adopt measures which will lead to the enforcement by the roads of a requirement that all train dispatchers sha li pass a competitive examinatian and hold a certificate of competency before becoming eligible to the position of dispatcher. It is claimed that the adoption of such rule would tend to lessen greatly the number of railroad

Personal, Local and General Notes. Wm. R. McKeen, president of the T. H. & .. bas gone East for a few days.

Thomas Courtney, passenger conductor

on the Panhandle lines, is seriously ill of pneumonia. The Southwestern Traffic Association has postponed the selection of a permanent

chairman until Oct. 10. Several of the roads will, to-day, to-morrow and Friday run special trains to accommodate the State fair travel.

Dr. J. B. Shuktz, of Logansport, has been appointed one of the surgeons of the Pennevivania Company for the Chicago di-

Charles Kratzenberg has been appointed district passenger agent of the Cincinnati. Hamilton & Dayton, with headquarters at

The Panhandle company yesterday put on new solid vestibule trains between Cincinnati and Chicago via Richmond and Logan sport.

The Chicago & Great Western is handling at Chicago, for its several tenant lines, from 1,000 to 1,100 coaches per day, and thus far without any friction or accident. H. W. Matters has been appointed pur-

chasing agent of the Mackey lines. He was removed when Captain Grammer was elected president of the E. & T. H. road. W. P. ljams, president of the Belt Road and Stock Yards Company, announces that

on Oct. 12 the preferred stockholders will receive a quarterly dividend of 11/2 per The report of a Cincinnati paper that M E. Duncan, vice president, and John Ingram, purchasing agent of the Ohio Falls

car works, have resigned, is denied by the Louisville papers. H. J. Orndorff, of this city, claims to have devised a railroad ticket which can not be scalped. He is sanguine that were railroad companies to adopt it scalpers would be driven out of business.

There were handled at the Union Station train sheds in August 4,379 passenger trains, averaging nine and one-half cars to a train, against 3,882 trains in August, 1892, averaging six cars to a train.

W. H. McKee, superintendent of the Chesapeake & Ohio Southwestern, has resigned, and his place is filled by promotion of Trainmaster Richard Morgan, who is succeeded as trainmaster by T. B. Maher. President Mackey, of the Evansvills & Terre Haute, has alreads issued orders that forces be reduced, as far as practicable, in all departments, and a number of men in different departments have been dropped this week.

Commencing with Oct. 1 the Great Northern will run sleeping cars between Chicago and Seattle in connection with the Chicago, Milwaukee & St. Paul. This road also hauts sleeping cars for the Union Pacific and the Northern Pacific. Sumper Collins, general superintendent

of the Monon lines, is in the city for a conple of days, looking after the movement of trains in connection with the State fair and the world's fair, as travel over the Monon this week is very heavy.

The Ohio & Mississippi yesterday opened for business its branch from Rivervale to the Bedford stone quarries, from which traffic the company now expects to derive considerable revenue. The officials of the company yesterday went over the branch on a special train.

J. A. Kelly has been appointed superintendent of the Chicago & Great Western. with jurisdiction over the Dubuque division; J. J. McLaughlin superintendent of the St. Paul division, and B. F. Egan superintendent of the Des Moines, St. Joseph & Kansas City branch.

Engineers D. W. West, O. P. Crum. Wm. Partlow and Edward Conn. all on the Indianapolis division of the Cincinnati, Hamilton & Dayton lines, have been running engines on the C., H. & D. over twenty-five years, O. P. Crum being the oldest engineer. in point of service, on the C., H. & D. sys-

The Louisville, New Albany & Chicago shows an increase in earnings the second week in September of \$10,628 over the corresponding week of last year. As the increase is all in passenger earnings, Frank Reed, general passenger and ticket agent. of the Monon, is much elated. Mr. Reed and his assistants have been doing good work the last few weeks.

The statement going the rounds of the press that President Ingalls dismissed the ticket collectors on the demand of the passenger conductors is not true, but an injustice on that fraternity, as on the Chicago division travel has been so heavy the last three months that ticket collectors were really useful. On other divisions they were dismissed some months ago.

There has never been a strike, or one threatened, on the Cincinnati, Hamilton & Dayton lines by trainmen. Engineers on that road running passenger trains are paid 34 cepts per mile run; freight engineers on through freights, 34 cents, and on local freights. 4 cents per mile. An engineer of a through freight, if out on the road over ten bours, oan draw pay for overtime; on a local freight, it out over thirteen hours.

The Monon, anticipating a large stone traffic this summer from the Bedford quarries, built last year one thousand flat cars for this traffic, but the hard times defeated their expectations; now they are converting these cars into coal cars, and will, the coming fall and winter, engage in hauling coal from the mines of Brazil on a larger scale than in any former period, bauling the coal from Brazil to Greencastle over the Vandalia. General Superintendent Collins has made arrangements for handling the coal at Chicago expeditionsly and much more satisfactorily than in for-

mer years. Inquirer: The bonded debt of American roads, as given by the last Poor's Manual, which is doubtless correct, is \$2,500,000,000, and their gross indebtedness, bonded stock | any address for 25 cents.

and floating debt, is now, in round numbers, \$10,000,000,000. The gross earnings of American roads for 1892 were \$1,200,000,000; the interest and dividends paid, \$225,000,000. The Atchison, Topeka & Santa Fe corporation pays a larger sum annually as interest than do all the forty-four States collectively on their respective debts. Its bonded debt is \$223,000,000. This, of course, includes all the lines it operates as well as owns, on which it guarantees the interest of bonds.

CITY NEWS NOTES.

Louis B. Smith was admitted to practice in the Supreme Court yesterday. A jury in the Circuit Court, yesterday, declared William Stuckmeyer to be a person of upsound mind.

Articles were filed yesterday by the Riddle Hamilton County Association, of Terre Haute. Capital stock, \$10,000. William Miller, sentenced to six months

in the penitentiary for violation of the revenue laws, will be brought here to-day to show why be should be released under the provisions of the poor convict act. At the meeting of the Meridian W. C. T. U., this afternoon, at the home of Mrs. Frances A. Potter. No. 444 North East street, Mrs. C. E. Kregelo will read a paper

union has been, for some months, consider-At its weekly meeting the Y. M. C. A Literary Club elected the following officers for the ensuing term: President, H. A. Cribbs; first vice president, S. M. Hilligoss; second vice president, B. M. Weakley; secretary. H. M. Dickey; treasurer, Thomas

on "Rescue Work," a subject which this

Connell. It is alleged that some of the retail grocers, who are looked upon as the most aprignt merchants in the city, are selling Baltimore sweet potatoes as Jersey sweet potatoes. The Baltimore potatoe costs from \$3 to \$3.50 per barrel and the Jersey from \$4.50 to \$5.

John F. Williams, a harness maker, who recently came here from Columbus, Ind. was stricken with heart trouble on the corner of Pennsylvania and Washington streets yesterday afternoon. Attorney Bowser furnished his buggy and officer Corrigan took the sick man to his home at No. 29 Massachusetts avenue.

The concert to be given by Mme. Sissieretta Jones, the "Black Patti," at Tomlinson Hall, will be one of the biggest events in colored society circles in the last few years. The singer is one noted in this country for her artistic work, and her audiences include many white people. She will sing on Thursday and Friday nights.

BYNUM AS A FREE-TRADER, A Little Review of the Haughty Democrat's Life-Where He Got His Ideas.

Indianapolis Special to Philadelphia Press. The Washington dispatches in the Press depicting the arrogant bearing in the ways and means committee of William D. Bynum, member for this, the Seventh Indiana district, has caused some comment here. Some have been led to wonder upon what meat has this our Cæsar fed that he has grown so great. It has been recalled that Mr. Bynum was not always so bold a free-trader. He took the first nomination to Congress in 1883 very reluctantly when, as he himself said during his fight with Leon O. Bailey for the nomination in 1886, nobody else wanted it. He was then known locally as a lawyer of no chentage, who went into politics and had served one term as Speaker of the lower house of the Legislature as a member from Daviess county. One term in the capital induced him to locate here, and he opened a law othee. His time was mostly given to the game of euchre or seven up, for want of business. His fellow-lawyers here say that he did not earn \$500 a year, and never had earned that in any year previous to going to Congress. After his election his partner forsook the law and went to manufacturing lounges, showing that business was poor.

Bynum received much credit as an origmai advocate of free trade. His reputation was earned over his protest and without his assistance, in this way, as related by a prominent State official of his own party: "After the election of 1880," said my informant, "the Indiana leaders called a conference to discuss the situation. It was held in the office of the late James H. Ride, and Thomas A. Hendricks, Joseph E. Me-Donald, John J. Cooper. John Landers and others prominent in the party were present. The sense of the conference was that the tariff was the pivotal point of the campaign and that while the Democratic position was right on the question the Republicans had got the best of it. It was agreed that a campaign of education should begin at once and that the columns of the Sentinel should be used as the agent of this ed-

ucational effort to put the party in better shape by the next election. "It was believed that while the articles should pass the inspection of Governor Hendricks and Senator McDonald, they were to bear the name of some one individual. Bynum was chosen to stand as their author. He protested and protested again, but the conference held him to the decision. The articles appeared over his name, but were generally prepared by Hendricks or McDonald, or were of composite authorship. When collected and published for campaign use they were known as 'Bynum's Letters on the Tariff,' and they gave him quite a prominence as a free-

In the slump of 1884, when the Blaine-Sen tinel episode put ludiana in the Democratio column, Bynum was unexpectedly elected. He secured a renomination in 1886 by political methods that would disgrace Tammany, and with the district gerrymandered has been able to secure re-election ever since. His ten years of Congress have reflected neither benefit nor honor to the district, and Democrats here now freely acknowledge the fact. He is best known as a master of billingsgate and vituperation, which were directed in heated volumes, at one time, against Thomas A. Hendricks, their Vice President. His recent confession that he did not understand the money question, and his vacillation generally, have shown his unfitness to represent the capital district of the State.

DEPEW AND THE GIRLS. How the New Yorker Became a Member of Wellesley College Alumni,

Interview in the Philadelphia Press. "I was coming down through the hallway of the Auditorium at Chicago when I suddenly found myself faced and delightfully surrounded by a group of extraordinarily pretty girls. Of course I stopped, and I said: 'Hullon, is this a gathering of the Christian Endeavorers? "No. Mr. Depew,' said a bewitching

damsel. "'Then you know me,' I exclaimed. "'Of course we do; you are one of us. We are of the alumna of Wellesley College. and we want you to take dinner with us. If you can't do that, we want you to come and speak to us at the business meeting.' "'Weil,' said I, 'I am, as you say, one of you-you made me one in 1890. I'll speak to you, and I'm sorry I can't take dinner with you.' They led me into one of the parlors. As handsome a girl as ever I saw greeted me. She was the president. And then she said, turning to the company: 'Girls, I want to introduce to you one of our number. Chauncey M. Depew, of the class of 1890, and he will talk to you.' And she did it just as though I was myself one of the girls. Who wouldn't have been inspired by such a gathering, ch. Judge! I told them this story-a true one: I said that two years ago I was in Concord, N. H., and, looking at the time-table. I found that train connections at Boston would make it possible for me to get to Wellesley and greet my associate alumnæ, for they had just made me an honerary member of the college. "So I telegraphed as follows: 'Leave Concord this morning, leave Boston at 12. reach Wellesley at 12:30, have an hour to

train to New York. Signed, Chauncey M. Depew. "The telegraph operator was a sternmonthed descendant of the Puritans. and when he read that dispatch he looked queerly at me, and I saw by the gleam in his eye that he thought he had discovered in me a fraud. After eyeing me sternly for a moment, he said: 'You may not be aware of it, sir, but Wellesley 18 a

female college.' sanctimonious a manner as I could as- | perhaps, has good reasons for not explainsume, 'I know it; that is why I'm going | ing. If fast running is not the cause of the there. I myself received honors there last | accidents, perhaps more than any other, June.' With a sigh, which I shall never | why not! We all know the faster a car is forget, he turned to his instrument | running the harder it is to stop. If incomand sent the dispatch. "Judge, you should have heard those

girls laugh when I told that story. and when they laughed they were the sweetest-looking group of maidens that I

SETS of the G. A. R. edition of The Journal, Sept 2 to 8, inclusive, will be sent to

STREET-CAR CASUALTIES.

A Defense of the Motormen-The Legal Status of the Matter.

To the Editor of the Indianapolis Journal: In the cause of justice, which the Journal is ready at all times to promote, permit me to once more offer a few words in defense of the street-car employes. "Mechanic," in his communication of last Monday, in referring to my article of Aug. 23, says: "It is doubtful whether the writer of that article has read the preceding publications in your paper, beginning July 31 and followed up each Monday week, on the subject under discussion." This is a fact. I did not know that he bad been making war on the street-car men all summer.

In his article published Aug. 21 he says: "And if your readers can be made to see, by anything that has been or may be suggested, something that will inure to the good of the people of our city in securing their rights-rights against being run down, murdered or maimed upon our streets-then the object of all that has been claimed against employing incompetent men to take charge of electric motors shall have been obtained. But, pending the solution of this great problem, they still go on, these motormen and these conductors, in this same deadly work, fortified by the assurance that they are employed by a great moneyed corporation," etc. This is placing the men on a level with common murderers. Yet, in his last communication he says: "Nobody supposes for a moment that any man on the line intends to kill or maim." But, if all this killing and all this maining is caused by the disqualifications of the motormen-as "Mechanic" would have us believe-why does he condemn the conductors, alike, with the motormen? Surely, they are not responsible for the ignorance of the motormen.

But my main object will now be the legal status, since "Mechanic" has seen fit to adopt it in his argument. In his last com-munication he says: "The citation by Mr. Galloway of ratiroad 'accidents,' running men down and killing men, is in no way a parallel to our street casualties. It is their 'right of way,' and the people are warned not to walk on the tracks, and at every crossing not supplied with flagmen, cautionary signals, danger signs and other precautionary methods are used and demanded by rigid laws, to reduce to the minimum loss of life to the careless or venturesome, while on our streets everybody has an undisputed right to use them." Now, let us see just what rights the people have to the use of the streets and what rights the street cars have in consideration of which they pay large sums of money annually. There being no statute law in this State on the subject, yet, there is a common law and some States have a statute law. Mr. Booth, an emment author, in his work on "Street-railway Law." after citing decisions of the Supreme Courts of several States in one of his discourses, savs: "The driver of a heavy loaded wagon, moving at the usual rate of speed of such vehicles, or of any other private vehicle moving at, that pace, must leave the track when so requested by the servants of the company, where it is possible to do so, or without any request, when aware that a failure to leave the tracks would impede the progress of the car. The same rule applies to pedestrians, who must exercise reasonable care to keep out of the way. The mere convenience of a teamster or other person cannot amount to such a necessity as will justify him in obstructing or impeding the car." Again, Mr. Booth in his work, and backing it up with decisions of the courts, says: "While it is the duty of the company to exercise ordinary careand diligence to avoid collisions and other accidents, this rule does not dispense with care and prudence on the part of all persons who use the streets in common with the company. As the cars have the paramount right of way, those who control them may assume that all persons who are sui juris will recognize that right, and take proper care to avoid injuries. When a person is about to cross the street where horses, wagons and cars may be expected to pass at short intervals, he is bound to take notice of the rights of others, and bear in mind the dangers to be apprehended. It is his duty, whether traveling afoot, on horseback or private vehicle, to keep a lookout for cars. Ordinary prudence teaches a man walking along or across the tracks, especially where there are double tracks, or parallel lines, should direct his attention to the numerous cars which incessantly run back and forth, and pass each other frequently. Under what circumstances a pedestrian may safely attempt to walk in front of a car, must be determined by facts, which vary so much in different cases that courts have not attempted to establish specific rules on the question. But the general rule as to watchfulness and care, above stated, has been illustrated by a few decisions, which may aid in applying it. Thus, it has been held that in attempting to pass or cross a track. a person is obliged to use care to keep out of the way of moving cars. He is chargeable with negligence if he sees an approaching car, or could have seen it by the exercise of reasonable care, and does not take proper steps to avoid accident, for he is not at liberty to take even doubtful chances of the consequences of crossing the street in face of danger, or in reliance upon the success of the car driver in attempting to slacken the pace of the

horses." So a car driver or motorman has the right to presume that a person crossing the track will get out of the way, although he may be in plain view, and the motorman may see him in time to have stopped his car. Why, then, would not an experienced and highly qualified motorman have a right to the same presumption? And is it not very probable that he would sol As to "danger signs," etc., used by railroads, they are an absolute necessity, because a person at all strange to the road upon which he may be traveling may be almost immediately upon a railroad before he is aware of its presence. This may be caused by a sharp curve in the road upon which he is traveling, or there may be trees or other objects which would obstruct the view, or the great rapidity with which trains run, which makes the crossing of their tracks extra hazardous, the placing of a sign high up in the air and several feet from the railroad is necessary because it may be more readily seen than the railroad itself. As for street cars, they use the streets the same as the public. A certain part of the street, with iron poles standing high in the air, and iron railings buried in the ground, is set apart for the cars, on either side of which is smoothly paved for driving purposes, the outer edges of which is made for walking purposes; pedestrians have the exclusive right to the sidewalks. the vehicles to the paved portion of the street, and, as quoted above, "the cars have the paramount right of way" to their part, and it is the people's duty when using the company's "rights" to "keep out of the way." The street-car motormen are properly qualified. They know that "a turn of the crank this way makes her go, and a turn that way makes her stop." They know that to cut out the circuit and hard on the brake will make the car stop in about so many feet if the track is dry, or it will go about so many feet further if the track is wet, and, considering their "right of way," this about all that is required of them.

In Chicago accidents like ours are of almost daily occurrence. In Washington there have recently been three Representatives in Congress injured by the cars, and in all other cities it is the same. Certainly all this is not caused by incompetent motormen, for if it is then street-car men must be an exceedingly ignorant set of

greet you and return to Boston in time for In his last article his frequent reference to my communication would lead one to believe that "Mechanie" intended to make a rejoinder, and I hoped it would be, for I was anxious to learn why people were sometimes killed by male cars as well as electric cars. If the latter is caused by the operator not understanding electricity what's the matter with the mule driver? But I failed to find an explanation on this point "My young friend,' I replied, with as or even a reference to it at all, which be, petency is the cause of the accidents, in what way is it the cause? "Mechanic" admits that the motormen know how to "make her go, and make her stop." What more could be know! What would assist a motorman more in preventing accidents or in reducing to the minimum loss of life. than knowing how to stop his car in time to prevent ranning over some one! So, according to "Mechanic's" own statement,

the motormen are qualified. The most essential knowledge in running a car is the very knowledge that "Mechanic" ad-

mits the motormen to possess. "Mechanio" in his recent article would lead one to believe that our citizens are too ignorant to get out of the way of an approaching car and that it would take an experienced motorman to keep from running over them. If the City Conneil will only heed "Mechanic's" suggestion they might do well at the same time to create a bureau of information and appoint officials to go around and tell the people to come in out of the rain or they will get wet. J. W. GALLOWAY.

INDIANAPOLIS, Sept. 16. A Round Trip Ticket for a Corpse.

Birmingham Age-Herald. An excursion from Birmingham to Montgomery was run the other day. A negro man appeared at the ticket office in the depot and purchased a ticket for himself. Then he said to the agent: "Boss, I want 'nother round trip 'scursion

ticket for a corpse." The agent opened his eyes in astonishment. An excursion ticket for a corpse was something new to him, even with his varied experience. The negro explained: "You see, boss, my brudder died yesterday, and I want ter take de corpse down to Montgomery and let the family view de 'mains, and den

bring em back to Burmingham and bury em. Dis will be heap cheaper den fur de fambly to cum up here. The agent saw at once that this was a great stroke of economy and enterprise on the part of the negro. There were probably a dozen members in the family, and tickets for them to Birmingham, and woard while here, would be quite expensive. The corpse could get the benefit of excursion rates to Montgomery, and would pay no board while there. Thus the negro sub-

served the ends of economy and preserved

his respect for the grief of the family at the

No: They Are Always at Work. Pittsburg Chronicle-Telegraph. Train robbers do not train with the un-

same time.

employed.

Women Must Sleep.

If they only could sleep eight hours every night and one hour every day: -

Their freshness and beauty would continue to the end: -

Years would be added to their lives.

All derangements of the Uterus or Womb, Ovarian or kidney troubles, uterus tumors, spinal weakness, irregularity, indigestion, exhaustion, or "displacement," drives the nerves wild with excitement, and sleep is impossible.

Lydia E. Pinkham's Vegetable Compound is the one sure remedy. It has saved thousands, and will save you.

It strengthens the womb, removes all pain, and you sleep like a child. No testimonial or ladies' name is ever published without the full permission of the person. All druggists sell it. Address in confidence,
LVDIA E. PINKHAM MED. Jour for Health.
Co., LYNN, MASS.
Liver Pills, 25 cents. Lylia & Sinkham

AUCTION SALE OF ' G. A. R. Encampment Property WEDNESDAY, SEPT. 20, at 10 a.m., In the basement of the Commercial Club Building.

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